

Plumb Plan Is Declared Gate To Soviet Rule

Congress Is Called On by Manufacturers to Enunciate a Definite Policy for Handling Railroads

Board to Adjust Wage

Law Demanded to Prohibit Strikes on Lines While Differences Are Pending

WASHINGTON, Aug. 13.—The Plumb plan for reorganization of the railroads was characterized "as the first step through the gateway of state socialism to the operation of transportation and industry under a soviet control," in a statement submitted today to the House Interstate Commerce Committee by Stephen C. Mason, president of the National Association of Manufacturers.

The association, with a membership of 5,000, contended it was not only the right, but the duty of Congress to exercise its authority "and define the limits within which business men or workmen, capital or labor, employer or employee, may go in threatening the transportation of the nation by means of compelling acceptance of economic demands or political policies."

"Congress," it added, "must either now assure the protection of the paramount interest of the public in the continued operation of the railroads or abdicate its regulatory authority to selfish and irresponsible combinations of private persons."

Mr. Mason suggests the following measures:

1. That the Interstate Commerce Commission be relieved of administrative duties that it may more efficiently discharge by increasingly important judicial functions, in the regulation of maximum and minimum rates, the adjustment of tariffs and the development of a just and non-discriminatory rate structure.

2. That no programme of railroad regulation is complete that does not assert and protect the paramount public interest in the uninterrupted operation of the instrumentalities of commerce between the states. To this end, appropriate legislation should be enacted to provide:

a. That whenever, in the opinion of the President of the United States, a dispute over rates, wages or working conditions threatens the interruption of the service of a carrier or free movement of commerce, he should appoint a commission to ascertain the causes of the dispute and make a recommendation thereon, and during the conduct of such inquiry it shall be unlawful for the employer or employees of the carrier involved to combine to cause a strike that will deprive the public of the service of such instrumentalities of communication; or

b. That the railroad should be prevented from using a labor dispute to threaten the operation of an instrumentality of interstate communication, the President should appoint a commission which shall write a contract for the parties to remain in force until they shall voluntarily agree between themselves, retaining to both parties their freedom of contract, subject only to the paramount interest of the public in the continued operation of the railway service.

3. That as soon as possible and throughout the period of government administration Congress should provide a plan for the execution of a vigorous programme for the adequate upkeep and betterment of the railway properties.

4. That the rule of rate making should be clearly defined by statute, including as elements of an adequate rate an amount sufficient to insure the maintenance of efficient service, make a fair return upon the existing investment and assure the obtaining and protection of essential credit.

5. That the railroads privately owned and operated, but subject to Federal regulation and incorporation should be authorized to consolidate and cooperate among themselves for the coordination of lines, facilities, organizations and terminals and the elimination of waste, to the same extent and in the same manner as such cooperation and consolidation has been permitted to the public utilities.

6. That Congress should clearly declare that the promotion and expansion of transportation facilities is an essential public policy of the United States.

7. That such policy should embrace systematic railway development, that of inland waterways and hard surfaced roads, and the articulation of these forms of essential communication.

8. That the plan and execution of such policy should be the duty of a highly qualified transportation board created for that purpose, relieving the Interstate Commerce Commission of the administrative duties essential to so great a policy, and recommending to the commission the elements of an adequate rate structure to maintain it.

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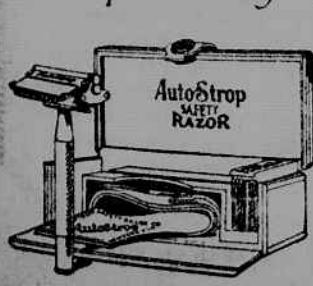
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BELLANS FOR INDIGESTION

6 BELLANS Hot water Sure Relief

Miners and Railroad Men to Form Alliance

HAZLETON, Penn., Aug. 13.—Alliance of the forces of the United Mine Workers of America and the four brotherhoods of the railroad workers will be perfected at the international convention of the miners in Columbus, Ohio, next month.

This fact was revealed here today by Thomas Kennedy, of this city, district president of District No. 7, U. M. W. of A. Preliminary steps for the alliance have been completed in recent conferences between leaders.

The movement is modeled after the lines of the Triple Alliance of labor forces in England and is designed to give full weight to the labor forces of the country.

It is required during government operation and administration.

1. C. C. To Be Judicial Body

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Rail Wage Held Up Until Strike Ends

Hines to Consider Plea as Soon as Shopmen Return to Their Posts

WASHINGTON, Aug. 13.—Wage increases for railroad employees will be considered by the railroad administration immediately after the last of the striking shopmen have returned to work, Director General Hines said today.

Requests for increases are expected to come from all of the fifteen railroad unions, which have not yet presented demands.

Mr. Hines said the problem of freight rates was "inextricably bound up" with the question of wage advances, indicating that the long expected advance in rates probably would not fully develop until the wage demands were settled.

The railroad administration will have no dealings with representatives of the railroad shopmen now on strike, the Director General repeated today in a letter to James Hamilton Lewis, former Senator from Illinois, who telegraphed the administration August 9 in the interests of the strikers.

"The strikes which have taken place have not been authorized according to the laws of the shopmen's organizations with which the railroad administration has dealt," the letter said, "and these strikes have the effect of repudiating the established organizations and of bringing the consideration of the matter to a standstill. The President himself has fully adopted the policy."

Delaware & Hudson Railroad Head Gives Facts on Bond Deals

The Delaware & Hudson Company, one of the eight Eastern railroads charged by Glenn E. Plumb with having given away as bonuses or issued at less than its market value \$101,000,000 in new stock in the period from 1900 to 1910, gave out a statement yesterday through its president, L. P. Loree, in which it asserted:

That \$7,000,000 of new capital stock was issued in 1904 to retire \$5,000,000 of New York & Canada Railroad Company bonds maturing May 1, 1904, and that the cost of certain construction work undertaken by the company in that year, 1905, the company authorized an increase in its capital stock for the purpose of exchanging same for its issue of \$14,000,000 of 4 per cent convertible debentures.

That capital stock of the company to the amount of \$1,288,500 was retired

and cancelled at par value during the years from 1900 to 1906.

Poindexter in Attack On Wilson and Compers

President Is Criticized for His Absence in Europe, Later for Advocacy of Plumb Plan

United States Senator Miles Poindexter, of Washington, yesterday at the Waldorf-Astoria assailed Samuel Gompers and President Wilson—the former for his advocacy of "soviet control" of the railroads and the latter for his absence in Europe. The Plumb plan for control of the railroads is nothing more nor less than Bolshevism, he said.

"The high cost of living, the league of nations and the association by Samuel Gompers that the railway employees intend to compel the government to take over the companies are the three leading issues before the people, and they are closely related," said he.

"Government under dictation of a class," said Senator Poindexter, "should be despotic in its action, not be accomplished in this country except by the utter destruction of our institutions. Labor must be the worst enemy of the people, not more so than the Bolshevism which has ruined Russia."

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ment is prepared to satisfy immediately the claims of subalterns and to consider other categories later.

At a meeting of delegates representing railway, postoffice and telegraph employees today it was decided to call a strike August 17 at midnight if the government meantime does not yield the question of higher salaries for the men.

The belief seems generally to prevail that owing to the urgent necessity for reconstruction work and what is termed the reasonableness of the demands of the employees, the government will be compelled to accept their terms.

It is said the railway employees intend to protect the deposit and postal services and carry on transportation for the army. The strike will be entirely without political ramifications if it is called.

Strike Victory for Painters by End of Week Is Predicted

Union Leaders Claim One-third of Employers Have Signed; Brooklyn Men to Join Walkout to-morrow

Two hours after the union painters, paperhangers and decorators of Manhattan and The Bronx went on strike yesterday for a 25 per cent increase in pay and a five-day week Philip Zausner, secretary of District Council No. 9, announced that one-third of the employers had yielded to the union, and that before the end of the week the strike will result in a victory for the men.

Suspension of work by the painters and decorators caused a rush of owners of buildings to union headquarters, at 166 East Fifty-sixth Street. They complained that all over the city residences, apartments, stores and office buildings were being put in readiness for full occupancy, and if the strike was to continue it would add seriously to the housing shortage.

Mr. Zausner said that by noon 170 of the 600 employers had signed. Among the early signers was the superintendent of the residence occupied by John D. Rockefeller, jr., at 10 West Fifty-second Street. Eight decorators were at work there when the men were ordered to quit.

In Manhattan and The Bronx 10,000 men struck. The 4,000 union men in Brooklyn have voted to join the strike to-morrow.

The strikers demand: Pay at the rate of \$1 an hour, instead of 75 cents.

Forty hours to constitute a week's work, instead of forty-four. Saturdays and Sundays to be holidays.

Reasons given for the demands are: Painting and interior decorating are harmful to the workers' health, making more leisure necessary. Since the war the materials used in the manufacture of paint have deteriorated, causing the painters to become sickly. The men are engaged in a seasonal occupation. A five-day week will tend to spread the work over the year.

It was estimated that the increased salary, if generally granted, will give the men an aggregate increase of \$25,000 a day.

The strike descended upon the building industry almost without warning. Promptly at noon buckets of paint, rolls of wallpaper, bottles of gilding brush and other paraphernalia were left standing in hallways, on doorsteps and on window sills while the men threw aside their overalls and walked out. The men were registered at the thirteen different union headquarters. Only those who had been granted their demands were permitted to return to work.

"The strike will be over before the end of the week," said Mr. Zausner. "The justness of the demands is being quickly recognized."

Strike Vote Due To-morrow

Shopmen's Referendum Result Expected to Favor Return

The vote being taken by the striking shopmen of the New Haven Railroad on President Wilson's proposition that they return to work pending action on their wage demands by Director General Hines will be announced probably to-morrow morning. The voting is taking place in Boston and New Haven from which points the result will be announced. It is expected that a majority will be in favor of accepting the President's proposal.

In the meanwhile there is no appreciable change in the New Haven road service, so far as this district and city are concerned. Commuters along the Harlem division continued to reach the city with difficulty yesterday, and no improvement is promised for this morning. While normally there are forty trains a day on the Harlem division there have been none since Saturday.

The New Haven road put into effect a freight embargo yesterday on all shipments except milk, perishable foodstuffs, feed for livestock and news papers. Shipments of these commodities are subject to delay.

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City Technical Experts Threaten to Strike

New York City may face within the next week or so a strike of all the technical men in the city service, including engineers, draughtsmen and others. These, through their union, Local No. 6398, Union of Technical Men, have asked the city for an increase of \$500 a year each.

Notice to this effect has been served upon every member of the Board of Estimate, and the members of the organization will confer shortly with the American Federation of Labor leaders as to means of enforcing their demands.

Already President B. L. Schneider of the union has vainly endeavored several times to confer with Borough President Connolly of Queens. He made another ineffectual attempt yesterday.

"The union," said Mr. Schneider, "is anxious to handle this matter in the open where every one will have a chance to judge what is going on. Any official who is taking the stand on living conditions as they existed four years ago is only encouraging a deterioration of the expert service rendered by the technical men employed by the city."

Three hundred of the five hundred laborers employed by the city in Queens have organized a union and become affiliated with the American Federation of Labor. It was announced yesterday at Long Island City by John McCarthy, chairman of the new organization. He said a demand for \$4 a day would be made upon the Borough President Connolly. The men are receiving \$3.25. The union is to be known as the "Municipal Employees of the Borough of Queens, Local No. 110."

Finally, Mr. Wilcox said, he had reached the conclusion that "no ultimate solution of these questions could be reached unless we undertake local transportation as a public function." Public control had reached such a point, he said, and a point from which there could be no receding, that private companies could not be given that freedom which alone could insure them success. There could be, he continued, no conservative financial policy under private ownership, and the profit-sharing enterprises, such as the New York rapid transit agreement, merely embodied the features of both private and public enterprises.

Members of the commission questioned Mr. Wilcox as to what he would recommend to meet the immediate needs of the trolley companies. He said a declaration of an ultimate municipal ownership policy "would clear the air," to be backed up by legally enacted measures to clear the way for ultimate acquisition of existing lines.

WASHINGTON, Aug. 13. Municipal ownership is the only solution of the American street railway problem, public control of private lines having broken down, Delos F. Wilcox, New York franchise expert, today told the Federal Electric Railway Commission. There was no escape, he said, from the logic of conditions pointing to the handling of urban transportation as an essential public service and not for private profit.

Mr. Wilcox held that street railway investments should not be treated as speculative, but should yield a fixed return, and that service always should be the governing motive of operation. Disruption of street car service through strikes should be prevented, he said, and strikes be outlawed and penalized, but only after full protection of the workers had been provided. Operations should be urged to organize, he said, adding that even some Federal government departments would be bettered by a degree of "democratization," which gave the workers a voice in questions of administrative policy and disciplinary matters.

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